

## Low Carbon Transit Operations Program (LCTOP)

**RECEIVED**  
2/16/16

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

#### Project Information:

Lead Agency:	El Dorado County Transit Authority
Project Name:	Continuation of the Cameron Park Service Enhancement Project
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance Transit Service
Description of Project (Short):	Expansion of fixed route service in Cameron Park from 3 hour headways to 60 minute headways. Addition of 765 hours annually.
Project Location:	Cameron Park, El Dorado County
Project Start Date (anticipated):	7/1/2016
Project End Date (anticipated):	6/30/2017

#### Funding Information:

Funding Year:	2016
Requested Amount of PUC 99313:	\$155,724
Requested Amount of PUC 99314:	\$16,508
Total LCTOP Funding:	\$172,232
Total Project Cost:	\$403,346

#### Project Benefits:

##### Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	10.75
Project Life:	1
Estimated Total GHG Reduction:	10.75

##### Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	No
Does the Project Benefit a DAC?	No
Identify the DAC Census Tracts?	
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	
Qualitative Description of DAC Benefit?	
Describe the DAC Need Project Addresses?	
Total GGRF \$ Allocated to DAC	\$0

##### Co-benefit

Critical Air Pollution Reduction:	
VTM Reduction:	87,000
Ridership Increase	22,000
Fuel Use Reduction:	
Energy Use Reduction:	

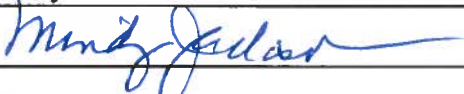
## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

<b>Regional Entity:</b>	
<b>Project Lead:</b> El Dorado County Transit Authority	<b>County:</b> El Dorado
<b>Project Title:</b> Continuation of the Cameron Park Service Enhancement Project	

#### **Project Lead:**

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

<b>Name:</b>	Mindy Jackson
<b>Signature:</b>	
<b>Title:</b>	Executive Director
<b>Agency:</b>	El Dorado Transit
<b>Date:</b>	<b>Amount:</b> 16,508

#### **Contributing Sponsor(s):**

\*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

<b>Name:</b>	Sharon Scherzinger
<b>Signature:</b>	
<b>Title:</b>	Executive Director
<b>Agency:</b>	El Dorado County Transportation Commission
<b>Date:</b>	<b>Amount:</b> 155,724

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>
<b>Request Amount per PUC 99313:</b>		\$155,724	\$0	\$0
<b>Request Amount per PUC 99314:</b>		\$16,508	\$0	\$0
<b>Total Project Allocation Request:</b>		\$172,232	\$0	\$0
<b>Project Title:</b>	Continuation of the Cameron Park Service Enhanceme			
<b>Project Location/Address:</b>	Cameron Park, El Dorado County			

**Table 1: Project Lead Information**

	<b>Legislative District Numbers</b>	
Agency Name: El Dorado County Transit Authority	Assembly:	4/10
Contact Person: Brian James	Senate:	1
Contact Phone #: 530-642-5383 x 201	Congressional:	4
Email Address: bjames@eldoradotransit.com	Amount:	PUC Funds Type:
Address: 6565 Commerce Way	\$ 16,508	99314
Diamond Springs, CA 95619	\$	

**Table 2: Contributing Sponsor Information**

Name: El Dorado County Transportation Commission	Amount :	PUC Fund Type:
Contact: Dan Bolster	\$ 155,724	99313
Contact Phone #: 530-642-5262	\$	
Email Address: dbolster@edctc.org		
Address: 2828 Easy St., Suite 1, Placerville, CA 95667		

<b>Other Contributing Sponsors: (Attach sheet with contact information)</b>	Amount:	PUC Fund Type:
Name:	\$	
Name:	\$	
Name:	\$	

**TOTAL \$172,232**

(\*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

**Table 3: Type of Project**

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

Operations Projects				Capital Projects			
	A1		Ai		B1		Bi
X	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

**Table 4: Project Summary**

**a) Project Description** - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

This project is implementing recommendations derived from the 2014 Western El Dorado County Short and Long Range Transportation Plan. The project plan is local fixed route service expansion in Cameron Park in El Dorado County. Current service levels are based on three (3) hour headways providing a total of four (4) runs per day with one (1) limited stop Express run for commuters in the morning. The proposed service expansion will involve an increase in frequency to 60 minute headways providing a total of twelve (12) runs per day within the local Cameron Park service area. This amounts to approximately 765 additional revenue service hours per year. This additional service is projected to increase ridership by approximately 22,000 trips annually per the Short and Long Range Transit Plan.

**b) Project Location** - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information,  
<http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

This project is located in Cameron Park in El Dorado County. Included with this request is a map of the transit service area and the project location.

**c) Project Life** - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital:  
Operations: 12 Months

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

**a) Greenhouse Gas Reduction** - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add approximately 92 one-way trips per day to replace an average auto trip of five miles each way. This would displace an annual average of 87,000 VMT. Greenhouse gas reductions would be an estimated 19.59 per year.

**b) Increased Mode Share** - Describe how this project will directly increase mode share.

The proposed project will significantly enhance the level of service by an estimated 31% over current service levels. This in turn equates to an estimated increase in ridership of 22,000 trips annually (approximately 82% increase).

#### c) Disadvantaged Communities (DAC) Project Criteria

**See Attachment B** for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects				Transit Projects					
<input type="checkbox"/>	1A	<input type="checkbox"/>	2A	<input type="checkbox"/>	1A	<input type="checkbox"/>	1G	<input type="checkbox"/>	2E
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B	<input type="checkbox"/>	1B	<input type="checkbox"/>	1H	<input type="checkbox"/>	2F
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C	<input type="checkbox"/>	1C	<input type="checkbox"/>	2A	<input type="checkbox"/>	2G
<input type="checkbox"/>	1D			<input type="checkbox"/>	1D	<input type="checkbox"/>	2B	<input type="checkbox"/>	2H
				<input type="checkbox"/>	1E	<input type="checkbox"/>	2C	<input type="checkbox"/>	2I
				<input type="checkbox"/>	1F	<input type="checkbox"/>	2D		

**d) Disadvantaged Communities (DAC) (if applicable\*)** - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

**e) Co-Benefits** - Check all additional Benefits/Outcomes.

<input type="checkbox"/>	Improved Safety	<input checked="" type="checkbox"/>	Coordination with Educational Institutions
<input checked="" type="checkbox"/>	Improved Public Health	<input checked="" type="checkbox"/>	College/University
<input type="checkbox"/>	Reduced Operating/Maintenance Cost	<input type="checkbox"/>	Grades K-12
<input checked="" type="checkbox"/>	Increase System Reliability	<input type="checkbox"/>	Promotes Active Transportation (walking, biking)
<input type="checkbox"/>	Other Benefits (describe below)	<input checked="" type="checkbox"/>	Promotes integration with other modes of transportation

**f) Co-Benefits** - Describe benefits indicated above in d) and any other benefits not listed.

The proposed service enhancement will provide significantly more opportunities for customers to get to medical appointments, recreational activities and retail/grocery shopping as well as improving the overall consistency and reliability of the system through greater frequency of service. The project will enhance the ability to connect to regional transit providers, light rail and national rail services, as well as increasing the connections to the Sacramento Airport. Additionally, by connecting with the 50 Express, residents will now have the opportunity to attend college classes at Folsom Lake College, Folsom and El Dorado campuses with hourly bus service (currently service is twice daily to Folsom campus and every 3 hours to El Dorado Campus).

**Table 6: Project Schedule**

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	7/1/2016
End expanded/enhanced transit services	6/30/2017
Begin Closeout Phase	
End Closeout Phase	

**START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.**

*Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.*



## **Low Carbon Transit Operations Program (LCTOP)**

### **PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)**

#### **Table 7: Operations Project Description**

a) Describe the operating plan for this system.

This project will modify the current Cameron Park operations by adding approximately 2 additional drivers to the route bid; increases overall annual mileage by an estimated 12,538 miles (including deadhead) and increases annual service hours by approximately 765 hours. There will be 5 stops removed from the current route structure which are outside of the Cameron Park Community with minor modifications to the route structure within the Cameron Park Community. Service will be provided on 60 minute headways with connections hourly to the 50 Express connector route.

b) Describe the fare structure for this system.

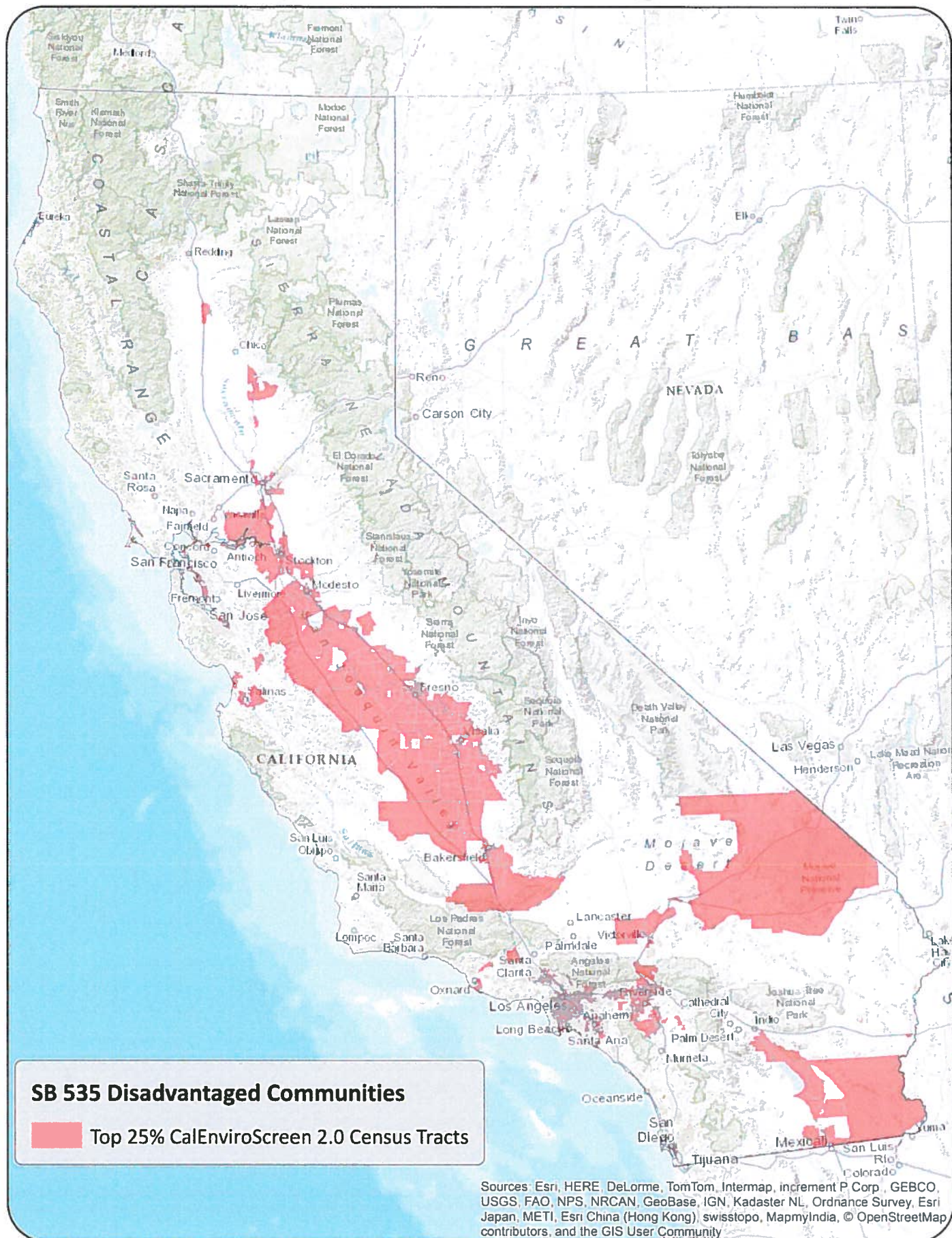
Fares will maintain the current El Dorado Transit local fixed route rates of \$1.50 general cash fare and \$0.75 senior/disabled/student cash fare.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

For a full description of route development and ridership projections, please refer to EDT Service Revisions Operations Planning pdf.

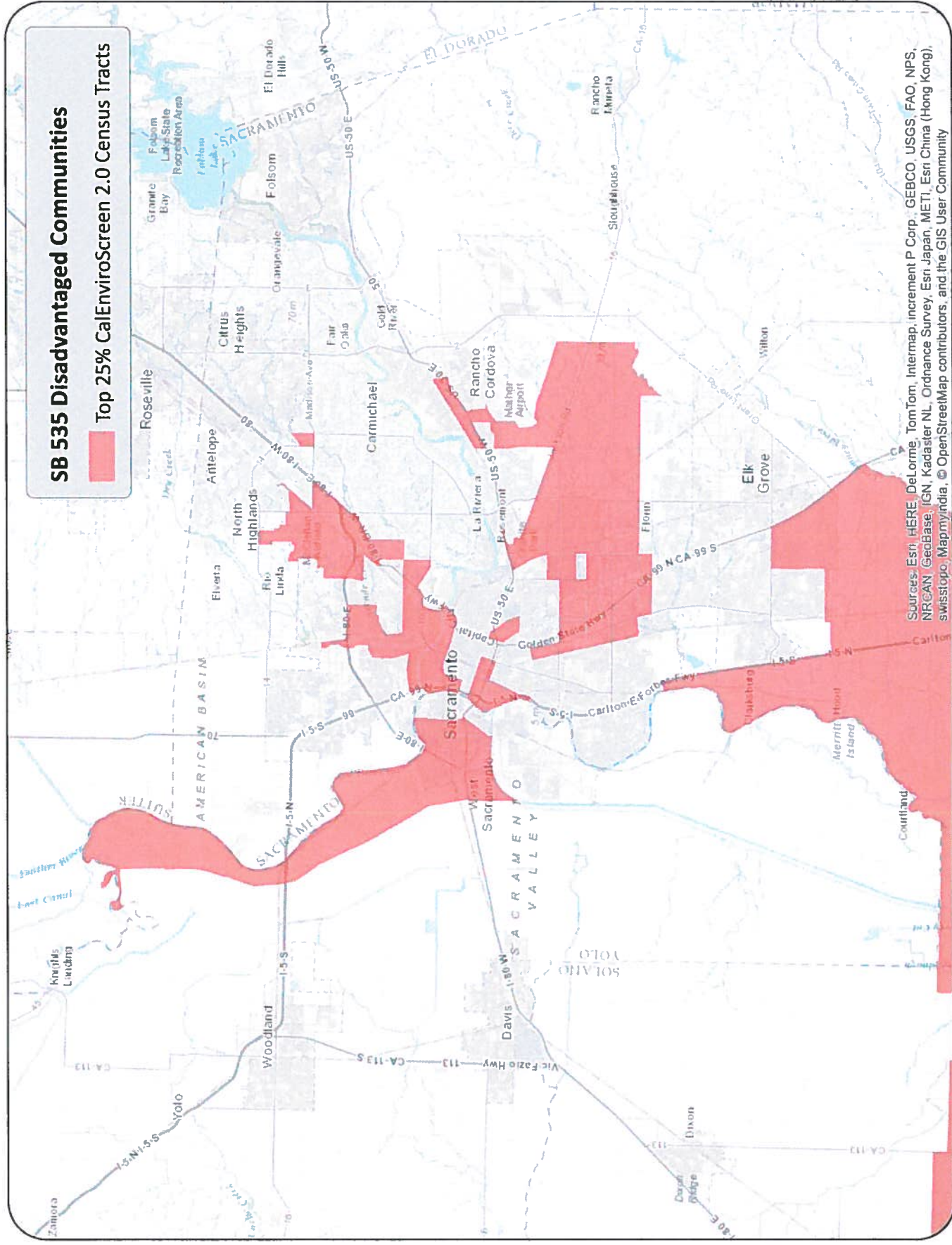
d) Describe the assumptions and process for how the operating cost projections were developed.

For a full description of route development and cost estimations, please refer to EDT Service Revisions Operations Planning pdf.



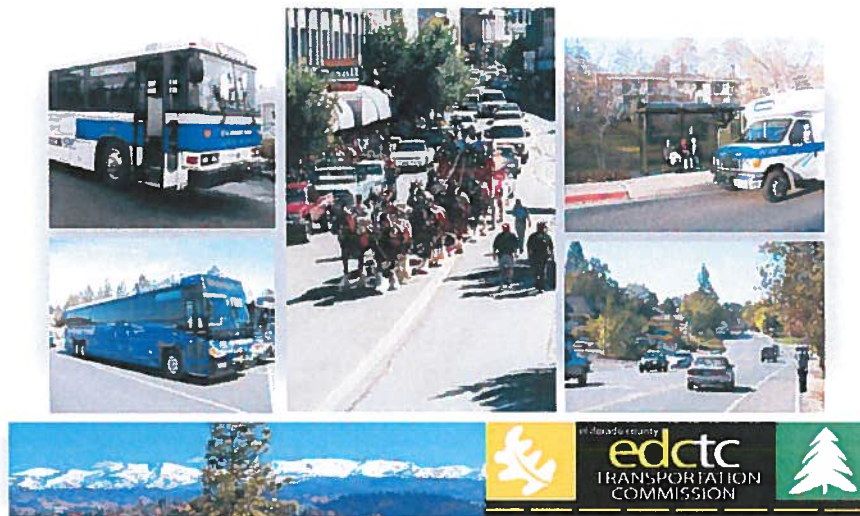


## Sacramento Area



# WESTERN EL DORADO COUNTY SHORT- AND LONG-RANGE TRANSIT PLAN

## *Final Report*



*Prepared for the*  
**El Dorado County Transportation Commission**

*Prepared by*



**LSC Transportation Consultants, Inc.**

## Chapter 5

# Short-Range Service Alternatives

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The basis for any transit plan is the development of an effective and appropriate service strategy. The types of service provided, their schedules and routes, and the quality of service can effectively determine the success or failure of a transit organization. The service plan provides a basis for, capital requirements, funding strategies, as well as institutional and management strategies.

While the review of existing services in Chapter 3 applied a cost model for a previous year, for purposes of informing decision making regarding future services it is appropriate to apply a cost model based upon expected future costs. Based upon the adopted EDT 2013/14 budget, and factoring 2 percent for inflation between 2013/14 and 2014/15, the following equation applies:

$$\begin{aligned}\text{Operating Cost in 2014/15} = & \$1.30 \times \text{Total Vehicle-Miles} + \\ & \$54.79 \times \text{Total Vehicle-Hours} + \\ & \$1,755,200\end{aligned}$$

These cost factors will be applied to the operating characteristics (hours of service and miles of service) identified in the service alternatives to estimate the cost impacts of each alternative.

### LOCAL AND RURAL SERVICES

#### **US 50 Express Service between Placerville and Iron Point – Hourly Service on US 50 Corridor, and Hourly Service on Cameron Park Route**

The current El Dorado Transit route services west of Missouri Flat Road (consisting of the Cameron Park Route operating five runs a day from the Missouri Flat Transfer Center to Cameron Park and four runs a day on the Iron Point Connector between Missouri Flat Transfer Center and Folsom) has a number of significant disadvantages, including the following:

- ♦ Three hour waits between Cameron Park buses.
- ♦ Very limited opportunities to travel between El Dorado Hills and points to the east.
- ♦ No effective service between El Dorado Hills and the portions of Cameron Park not immediately along US 50.

An alternative service plan for this corridor would be to (1) provide more consistent service along US 50 and (2) convert the Cameron Park Route to serve only Cameron Park on an hourly frequency, with transfers to the US 50 route. These two elements are discussed in greater detail below.

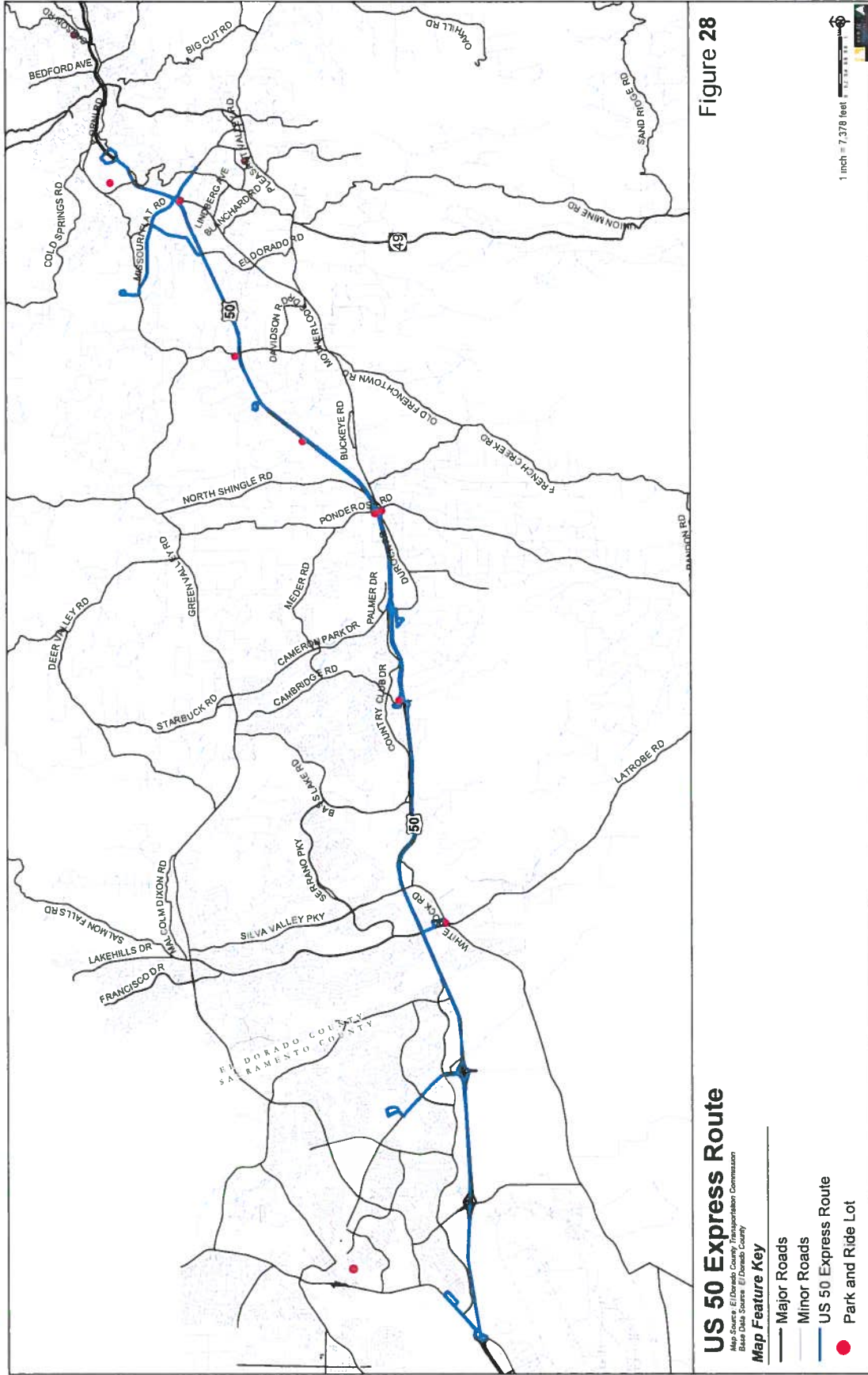
*Convert Iron Point Connector into 50 Express Route Between Folsom and El Dorado County Government Center*

The main “spine” of the corridor service would be a route along the US 50 corridor between the El Dorado County Government Center and Folsom, as shown in Figure 28. Ultimately, two buses could be operated on a two-hour-long round-trip route, providing consistent hourly service, as shown in Table 48.

This route generally is consistent with the existing Iron Point Connector Route, with the following changes:

- The number of stops in Folsom would be reduced to Iron Point Station and Folsom Lake College (scheduled) plus Kaiser Permanente on a request basis (when it serves Western El Dorado County residents). This allows the running time of the route to be reduced by using US 50 in both directions. Detailed analysis of passenger activity at the other stops showed very little ridership, of which most were trips to/from Iron Point Station.
- In addition, either Iron Point Station or Folsom Lake College would be served on any one run, but not both (except for the last run of the day). This provides the running time to allow service to the El Dorado County Government Center, starting at 8:40 AM. Iron Point Station would be served on the AM and PM peak commute runs, to accommodate the existing Western El Dorado County residents accessing the light rail service at these times. From 8:57 AM to 6:09 PM (with the exception of 4:57 PM) hourly service would be provided to Folsom Lake College. Note that transfers could be made to Folsom Stage transit service at both Folsom Lake College and Iron Point Station.
- Folsom Lake College – El Dorado Campus (and adjacent Child Development Center) are typically served in one direction (westbound). (Between the Diamond Springs Route serving the campus before the top of the hour and the 50 Express Route serving the campus after the top of the hour, passengers could directly transfer to/from the Placerville and Pollock Pines Routes both to and from the campus.) For the first run of the day, the El Dorado Campus would be served eastbound, in order to meet schedule times at the Child Development Center.
- A stop in Cameron Park at Rodeo Road (near Cameron Park Place) would be added. The buses would be scheduled to serve this stop each hour at the same time, allowing the Cameron Park Route to transfer directly to the 50 Express buses in both directions.
- Several other stops (notably the Ponderosa Road Park and Ride and the Cambridge Road Park and Ride) would be served on demand only in lower demand periods (identified from existing ridership patterns). Once a Silver Valley Parkway Park-and-Ride is constructed, it should also be served with a similar schedule.
- The route is “rebranded” as the 50 Express. The existing Iron Point Connector was implemented primarily to provide a transit connection to the Sacramento RT light rail system (at the Iron Point Station). Under this plan, however, the route will serve additional purposes, specifically expanded transit access along the US 50 corridor in El Dorado Hills. The revised name better reflects the role of the service.





**TABLE 48: El Dorado Transit US 50 Express Schedule**

Runs Operated Under "One Bus Option" Shaded

	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2
<b>WESTBOUND</b>												
Missouri Flat Transfer Center (Dep)	6:10 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
FLC - El Dorado Center / CDC	-	++	8:09 AM	9:09 AM	10:09 AM	11:09 AM	12:09 PM	1:09 PM	2:09 PM	3:09 PM	4:09 PM	5:09 PM
Red Hawk Casino	++	++	8:18 AM	9:18 AM	10:18 AM	11:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	5:18 PM
Ponderosa Rd. Park and Ride	6:25 AM	7:25 AM	++	++	++	++	++	++	++	++	4:25 PM	5:25 PM
Cameron Park (Rodeo Road)	6:28 AM	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
Cambridge Rd. Park and Ride	6:32 AM	7:32 AM	++	++	++	++	++	++	++	++	4:32 PM	5:32 PM
El Dorado Hills Park and Ride	6:42 AM	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	12:42 PM	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM
FLC - Folsom Campus (Arr)	-	-	8:54 AM	9:54 AM	10:54 AM	11:54 AM	12:54 PM	1:54 PM	2:54 PM	3:54 PM	-	-
Iron Point Light Rail Station (Arr)	6:55 AM	7:55 AM	-	-	-	-	-	-	-	-	4:55 PM	5:55 PM
<b>EASTBOUND</b>												
Iron Point Light Rail Station (Dep)	6:57 AM	7:57 AM	-	-	-	-	-	-	-	-	4:57 PM	5:57 PM
Kaiser Permanente	-	-	++	++	++	++	++	++	++	++	++	++
FLC - Folsom Campus	-	-	8:57 AM	9:57 AM	10:57 AM	11:57 AM	12:57 PM	1:57 PM	2:57 PM	3:57 PM	-	6:09 PM
El Dorado Hills Park and Ride	7:09 AM	8:09 AM	9:09 AM	10:09 AM	11:09 AM	12:09 PM	1:09 PM	2:09 PM	3:09 PM	4:09 PM	5:09 PM	6:21 PM
Cambridge Rd. Park and Ride	7:19 AM	8:19 AM	++	++	++	++	++	++	++	4:19 PM	5:19 PM	6:31 PM
Cameron Park (Rodeo Road)	7:23 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	6:35 PM
Ponderosa Rd. Park and Ride	7:26 AM	8:26 AM	++	++	++	++	++	++	++	4:26 PM	5:26 PM	++
Red Hawk Casino	++	++	9:33 AM	10:33 AM	11:33 AM	12:33 PM	1:33 PM	2:33 PM	3:33 PM	4:33 PM	++	++
FLC - El Dorado Center / CDC	7:39 AM	-	-	-	-	-	-	-	-	-	-	-
Forni Road and Lo-Hi Way	-	8:40 AM	9:40 AM	10:40 AM	11:40 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:40 PM	5:40 PM	++
Placerville Government Center (Library)	-	8:43 AM	9:43 AM	10:43 AM	11:43 AM	12:43 PM	1:43 PM	2:43 PM	3:43 PM	4:43 PM	5:43 PM	++
Missouri Flat Transfer Center (Arr)	7:48 AM	8:51 AM	9:51 AM	10:51 AM	11:51 AM	12:51 PM	1:51 PM	2:51 PM	3:51 PM	4:51 PM	5:51 PM	++
++	Request Only - No Service											

- The buses would serve the Missouri Flat Transfer Center at the top of the hour (including a minimum 9 minute scheduled driver layover). This timing allows direct transfers between the 50 Express and the Placerville Routes in both directions, from the Diamond Springs Route arriving from Diamond Springs, and the Diamond Springs Route departing to Folsom Lake College – El Dorado Center.

As an aside, another option that was considered was to include the Pollock Pines Route into the overall plan, providing a single route and therefore a “single seat” service between Pollock Pines and Folsom. While this would avoid the need for persons traveling between points east of Placerville and west of Missouri Flat to transfer, there are several disadvantages with this option:

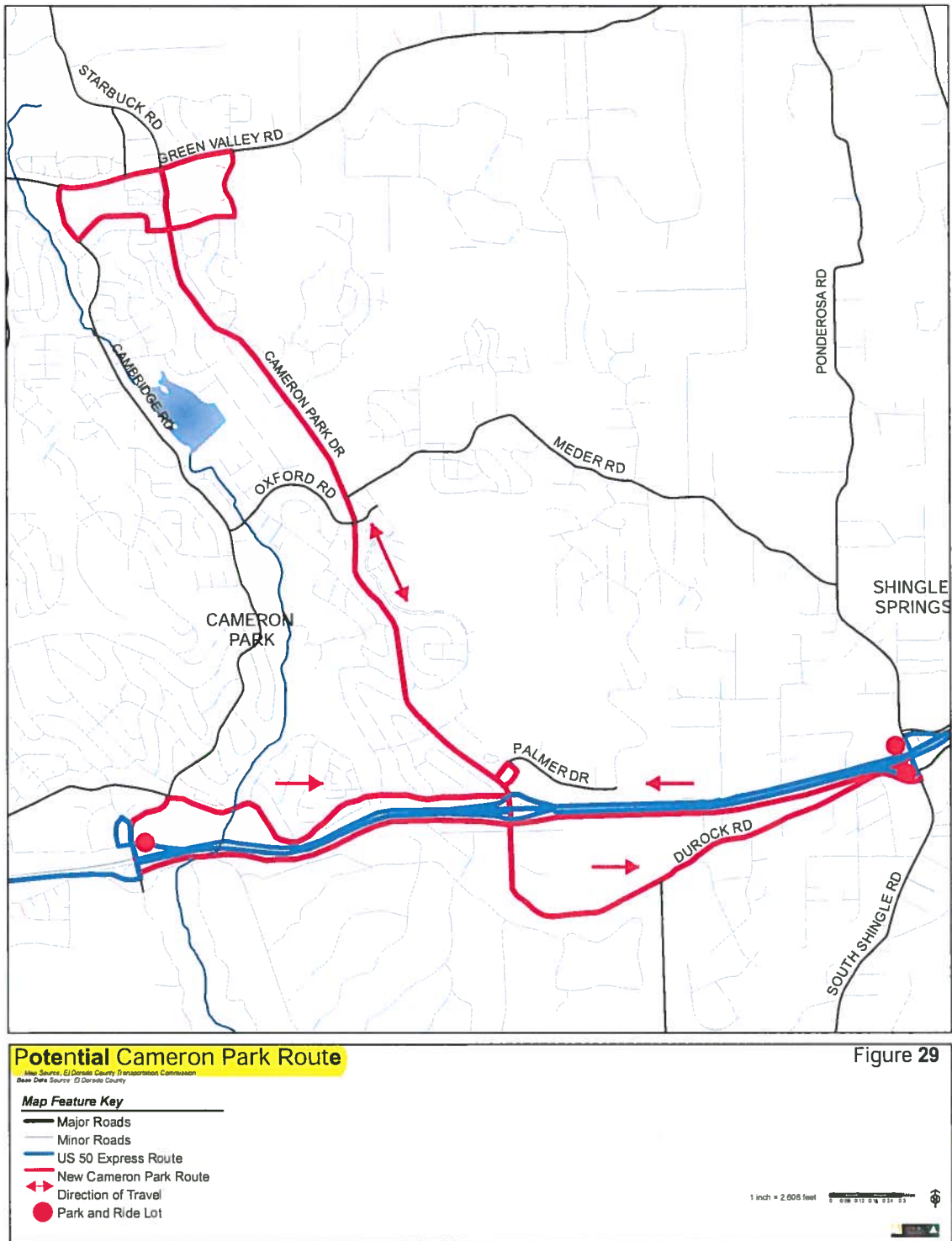
- The current service schedule of the Placerville Routes and Pollock Pine Routes provides convenient service roughly every half hour between key stops in the Placerville areas (those stops served by the Pollock Pines Route). A single long route would either require the Pollock Pines Route to serve Missouri Flat at the same time as the Placerville Routes (near the top of the hour), or shift the 50 Express schedule by a half-hour. This latter option would then require half-hour waits for transfers to/from the Placerville Routes. As the Placerville Routes serve more stops in the Placerville area than does the Pollock Pines Route, it is more important to provide convenient transfers between the 50 Express Route and the Placerville Routes.
- Operating a single Folsom – Pollock Pines Route would tie on-time performance on one end of the route to events on the other end. Snow-related delays in Pollock Pines, for example, would result in delays to service in El Dorado Hills, while traffic delays in Folsom would affect on-time performance in Camino. As the type of transit vehicle used on one end of this corridor could well differ from that appropriate at the other end, a single long route would also impose operational issues.

Another option that was considered would be to eliminate service to Iron Point Station, instead making Folsom Lake College (Folsom Campus) the western end of the 50 Express route. Under this option, however, existing ridership would be eliminated to/from the light rail. This is 34 percent of existing Iron Point Connector ridership, of which a majority is Western El Dorado County residents (largely those originating in El Dorado Hills and Cameron Park) who travel to the light rail station in the morning, returning in the afternoon. Overall, this option would serve approximately 1,800 fewer rides per year than directly serving the Light Rail station.

#### *Revise Cameron Park Route to Enhance Local Service*

The existing Cameron Park Route currently serves Cameron Park as well as connecting to Missouri Flat via the Red Hawk Casino and Folsom Lake College – El Dorado Center, on a roughly two-hour route, operated four times a day. This would be converted to an hourly route within the Cameron Park area only, as shown in Figure 29. Direct transfers would be provided to/from the 50 Express Route buses at Rodeo Road, near Cameron Park Center.

As shown in Table 49, the schedule would allow layover time at Rodeo Road to provide direct connections to and from the 50 Express buses in both directions.





**TABLE 49: Revised Cameron Park Schedule Under US 50 Express Alternative**

Stop	6:30 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM
Safeway (Rodeo Road) (Dep)												
Bel Air (Goldorado Center)	6:36 AM	7:36 AM	8:36 AM	9:36 AM	10:36 AM	11:36 AM	12:36 PM	1:36 PM	2:36 PM	3:36 PM	4:36 PM	5:36 PM
Marshall Medical, Cameron Park	++	++	++	++	++	++	++	++	++	++	++	++
La Crescenta Dr. and Green Valley Rd.	6:43 AM	7:43 AM	8:43 AM	9:43 AM	10:43 AM	11:43 AM	12:43 PM	1:43 PM	2:43 PM	3:43 PM	4:43 PM	5:43 PM
Cimmaron Rd. and La Canada	6:46 AM	7:46 AM	8:46 AM	9:46 AM	10:46 AM	11:46 AM	12:46 PM	1:46 PM	2:46 PM	3:46 PM	4:46 PM	5:46 PM
Cambridge Rd. and Green Valley Rd.	6:48 AM	7:48 AM	8:48 AM	9:48 AM	10:48 AM	11:48 AM	12:48 PM	1:48 PM	2:48 PM	3:48 PM	4:48 PM	5:48 PM
Cameron Park Dr. and Green Valley Rd.	6:50 AM	7:50 AM	8:50 AM	9:50 AM	10:50 AM	11:50 AM	12:50 PM	1:50 PM	2:50 PM	3:50 PM	4:50 PM	5:50 PM
Cameron Park Dr. and Meder Rd. (Airport Center)	6:52 AM	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	12:52 PM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	++
Bel Air (Goldorado Center)	6:55 AM	7:55 AM	8:55 AM	9:55 AM	10:55 AM	11:55 AM	12:55 PM	1:55 PM	2:55 PM	3:55 PM	4:55 PM	++
Marshall Medical	++	++	++	++	++	++	++	++	++	++	++	++
Cameron Park Dr. and Robin Lane (CPP)	6:58 AM	7:58 AM	8:58 AM	9:58 AM	10:58 AM	11:58 AM	12:58 PM	1:58 PM	2:58 PM	3:58 PM	4:58 PM	++
Durock Road/Product Dr.	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	++
Market Street	++	++	++	++	++	++	++	++	++	++	++	++
Durock Center	7:02 AM	8:02 AM	9:02 AM	10:02 AM	11:02 AM	12:02 PM	1:02 PM	2:02 PM	3:02 PM	4:02 PM	5:02 PM	++
Mother Lode Dr. and South Shingle Rd.	7:03 AM	8:03 AM	9:03 AM	10:03 AM	11:03 AM	12:03 PM	1:03 PM	2:03 PM	3:03 PM	4:03 PM	5:03 PM	++
Ponderosa Rd. and South Shingle Rd.	++	++	++	++	++	++	++	++	++	++	++	++
Cambridge Rd. Park and Ride	7:08 AM	8:08 AM	9:08 AM	10:08 AM	11:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	5:08 PM	++
Cameron Park Library/Community Center	++	++	++	++	++	++	++	++	++	++	++	++
Country Club Dr. and Cambridge Rd.	7:10 AM	8:10 AM	9:10 AM	10:10 AM	11:10 AM	12:10 PM	1:10 PM	2:10 PM	3:10 PM	4:10 PM	5:10 PM	++
Country Club Dr. and Garden Circle	++	++	++	++	++	++	++	++	++	++	++	++
Safeway (Rodeo Road) (Arr)	7:18 AM	8:18 AM	9:18 AM	10:18 AM	11:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	5:18 PM	++
US 50 Express Westbound at Rodeo Road	6:28 AM	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
US 50 Express Eastbound at Rodeo Road	--	7:23 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:35 PM
++ Request Only      -- No Service												

As shown in Figure 29, departing this transfer point the bus would traverse the following route:

- Service northward along Cameron Park Drive, serving a loop at the north end consisting of Green Valley Road, La Crescenta Drive, La Canada Drive, Cimarron Road and Cambridge Road, returning along Cameron Park Drive. Golderado Center (scheduled) and Marshall Medical (on request) would be served in both directions.
- After serving a stop at Cameron Park Center southbound on Cameron Park Drive, the bus would travel east on Durock Road, serving scheduled stops as well as a request stop at Market Street. Existing stops at the Durock Center and on Mother Lode Drive would be served, with Ponderosa Road Park and Ride served on request.
- The bus would then access US 50 eastbound and proceed directly to the Cambridge Road Park and Ride<sup>3</sup>, and then would serve the stops eastbound along Country Club Drive before returning to the Rodeo Road transfer point.

Service would be provided from 6:30 AM until approximately 6:00 PM. With a layover/driver break at Rodeo Road from 18 after the hour to 30 after the hour, this schedule allows direct transfers to the 50 Express buses in both the eastbound direction (23 after) and westbound direction (28 after).

Table 50 presents the analysis of ridership and financial impacts of this alternative, both for an option with hourly service along US 50 and a lesser option for service every two hours along US 50. Note that ridership estimates were adjusted to avoid "double counting" existing Cameron Park Route riders that would need to transfer (thereby resulting in additional boardings for a trip currently requiring only one boarding). These figures are compared against the "base case" of existing Cameron Park and Iron Point Connector services, to identify the net change. As shown, with hourly US 50 Express service, the overall alternative would increase ridership by 32,100 passenger-trips per year, would increase operating costs by \$471,600 per year (in FY 2014/15 dollars), and would increase subsidy by \$397,500 per year. If service on the US 50 Express Route is limited to one bus operating every two hours, ridership would increase by 16,400 per year. While the number of peak buses in operation would not increase, annual costs would be increased by \$187,100 due to the increased frequency of service, and the annual required subsidy would be increased by \$146,000.

### **El Dorado Hills Deviated Fixed-Route**

Under this alternative, a fixed route with deviations would operate within El Dorado Hills, from roughly 7:00 AM to 6:00 PM on weekdays. A single bus would operate along a defined route and schedule, with adequate time to also serve individual ride requests to specific locations (for all persons) within three-fourths of a mile of the designated route. This semi-fixed route strategy would avoid the need to provide an additional complementary paratransit van service except during peak hours (as discussed below).

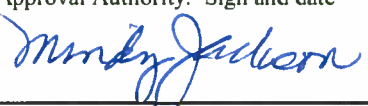
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<sup>3</sup> As the Cameron Park bus will not be at this stop at the same time as the 50 Express bus, the limited bus capacity of this stop should not be an issue.

## Low Carbon Transit Operations Program

### TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) <div style="text-align: center; margin-top: 10px;">Brian James</div>	Phone: <div style="text-align: center; margin-top: 10px;">(530) 642-5383 x 201</div>	Date: <div style="text-align: center; margin-top: 10px;">1/21/2016</div>
Approval Authority: Sign and date <div style="text-align: center; margin-top: 10px;">  2/11/16 </div>	Typed name and phone number: <div style="text-align: center; margin-top: 10px;">Mindy Jackson (530) 642-5383 x 210</div>	

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Project Total
PA&ED	285,995	231,114	0	0	0	0	0	517,109
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	117,351	172,232	0	0	0	0	0	289,583
<b>TOTAL</b>	<b>403,346</b>	<b>403,346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>806,692</b>

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other	57,524	172,232						229,756
<b>TOTAL</b>	<b>57,524</b>	<b>172,232</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229,756</b>

Funding Source: 5307								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other	59,827							59,827
<b>TOTAL</b>	<b>59,827</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59,827</b>

Funding Source: Local								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED	285,995	231,114						517,109
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>285,995</b>	<b>231,114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>517,109</b>

Funding Source:								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Low Carbon Transit Operations Program

### TOTAL PROJECT COST AND FUNDING PLAN

<b>Funding Source:</b>								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

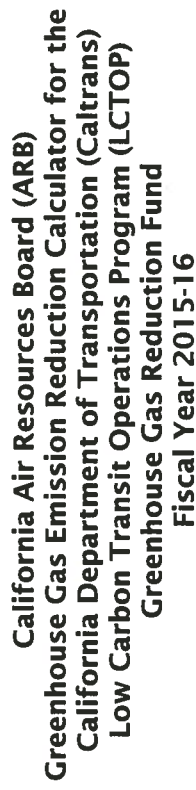
<b>Funding Source:</b>								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

<b>Funding Source:</b>								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

<b>Funding Source:</b>								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

<b>Funding Source:</b>								
Component	Prior	FY 15/16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0





**Air Resources Board**

Inputs into columns highlighted in YELLOW with **RED headers** are required fields dependent on project type (see quantification methodology)  
Must be filled out from left to right

Inputs Tab (Part 1 of 3)







**California Air Resources Board (ARB)  
 Greenhouse Gas Emission Reduction Calculator for the  
 California Department of Transportation (Caltrans)  
 Low Carbon Transit Operations Program (LCTOP)  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2015-16**

<b>Project Name:</b>	<b>Cameron Park Service Enhancement</b>
<b>Project ID:</b>	<b>0</b>
Inputs in <b>RED</b> must be filled out	

Results	GHG Emissions (MTCO2e)	Description
<b>Net GHG Benefits</b>	24.99	Total GHG Emission Reductions (MTCO2e)
<b>LCTOP Funds Requested (\$)</b>	172,232.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
<b>Total LCTOP Funds Requested (\$)</b>	401,988.00	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
<b>Total GGRF Funds Requested (\$)</b>	401,998.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
<b>Total GHG Emission Reductions /Total GGRF Funds Requested (\$)</b>	0.0001	The metric to be reported in the application.



## Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

**Project Sponsor:** El Dorado County Transportation Commission

**Agency Name:** El Dorado County Transit Authority (El Dorado Transit)

**Effective Date of this Document:** February 11, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

### A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

### **C. Reporting**

- (1) The project lead must submit the following LCTOP reports:
  - a. Semi-Annual Progress Reports by May 15<sup>th</sup> and November 15<sup>th</sup> each year.
  - b. A Final Report within six months of project completion.
  - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### **D. Cost Principles**

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
  - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

## E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

## F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY:

  
Mindy Jackson, Executive Director  
El Dorado Transit



# EL DORADO TRANSIT

## EL DORADO COUNTY TRANSIT AUTHORITY RESOLUTION NO. 16-02

RESOLUTION OF THE BOARD OF DIRECTORS OF  
THE EL DORADO COUNTY TRANSIT AUTHORITY  
AUTHORIZATION FOR THE EXECUTION OF THE  
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT:  
CONTINUATION OF THE CAMERON PARK SERVICE ENHANCEMENT PROJECT FOR \$172,232

**WHEREAS**, the El Dorado County Transit Authority (El Dorado Transit) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

**WHEREAS**, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, El Dorado Transit wishes to implement the LCTOP project listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of El Dorado Transit that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of El Dorado Transit that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FT 2015-16 LCTOP Funds:

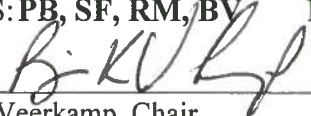
*Project Name:* Cameron Park Service Enhancement Project

*Amount of LCTOP funds requested:* \$172,232

*Short description of project:* Fixed route service in Cameron Park from 3 hour headways to 60 minute headways. An addition of 765 hours annually.

**PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY** at a regular meeting of said Board, held on the 4<sup>th</sup> Day of February 2016, by the following vote of said Board:

AYES: PB, SF, RM, BV      NOES: 0      ABSTAIN: 0      ABSENT: TW

  
\_\_\_\_\_  
Brian Veerkamp, Chair

ATTEST:

  
\_\_\_\_\_  
Maria Harris, Secretary to the Board





## EL DORADO COUNTY TRANSIT AUTHORITY RESOLUTION NO. 16-03

### AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

**WHEREAS**, the El Dorado County Transit Authority (El Dorado Transit) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

**WHEREAS**, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, El Dorado Transit wishes to delegate authorization to execute these documents and any amendments thereto to Mindy Jackson, Executive Director.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of El Dorado Transit that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded projects.


**NOW, THEREFORE, BE IT FURTHER RESOLVED** that Mindy Jackson, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with Caltrans.

**PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY** at a regular meeting of said Board, held on the 4<sup>th</sup> Day of February 2016, by the following vote of said Board:

AYES: PB, SF, RM, BV      NOES: 0      ABSTAIN: 0      ABSENT: TW

  
\_\_\_\_\_  
Brian Veerkamp, Chair

ATTEST:

  
\_\_\_\_\_  
Maria Harris, Secretary to the Board

## Low Carbon Transit Operations Program (LCTOP) AUTHORIZED AGENT

AS THE Executive Director  
(Chief Executive Officer / Director / President / Secretary)

OF THE El Dorado County Transit Authority (El Dorado Transit)  
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Mindy Jackson OR  
(Name and Title of Authorized Agent)

\_\_\_\_\_  
(Name and Title of Authorized Agent) OR

\_\_\_\_\_  
(Name and Title of Authorized Agent)

Mindy Jackson  
(Print Name)

Executive Director  
(Title)

Mindy Jackson  
(Signature)

Approved this 11<sup>TH</sup> day of February, 2016

Attachment: Board Resolution approving Authorized Agent